THE JOURNAL.

H. S. HUNN, - - - - Editor.

NEW BERNE, N. C., JULY 26, 1883.

Entered at the Post office at New Berne, N. C., as second-class matter.

THE value of the orchard crops of Florida twelve years ago were valued at about $60,000. To-day a million and a half dollars would hardly buy them.

If the 13,000 telegraph operators now on a grand strike, should strike with lightning, it might be very damaging to the great monopoly which rules the country.

It is reported that within five terms, covering fifteen months, St. Louis Courts have granted 1000 divorces. This is a rapid advance into the iniquities of polygamy and Mormanism.

It is supposed the English are buying up Confederate bonds for the fun of the thing. If they get as much out of them as the Confederates did, John Bull will be sufficiently amused for once in his life.

An Alabama man has applied to the managers of the Kentucky State Fair for permission to exhibit his little girl 3½ years old. She has three separate and distinct tongues, and the two smaller being beneath the main one and attached to it near the root.

MR. JUDAH P. BENJAMIN, who served the South so faithfully and ably in the Confederate Cabinet and who recently retired from the English Bar, has recently been offered $10,000 as a fee on a brief in a Canadian appeal case, but declined it on the ground of poor health.

THE founder of Methodism in his journal says: "In the year 1760, I weighed 122 pounds. In the year 1783, I weighed not a pound more nor a pound less. I doubt if another such instance is to be found in Great Britain." It may be mentioned that John Wesley is said by the family of his brother Charles to have been five feet, five and a half inches high and his father was also the same height.

IF New Jersey keeps on, it will soon become a model State. A law went into effect there on the first of this month, prohibiting the sale of cigarettes or tobacco in any form to minors under sixteen years of age. As laws in that State are usually made to be enforced and "Jersey Justice" is feared, the sale now rendered illegal has to a great extent already been stopped and many dealers who had a large juvenile patronage feel the difference.

DENNIS KEARNEY has appeared in New York again and made another speech. He says the next issue should be the raising of the wages of the wage workers and the shortening of their hours of labor. He does not propose to do this by "strikes," which he says belong to the brutal ages of the brutal past, but by "agitation, education and organization." He proposes to hold a convention of wage workers in 1884 and declare their principles. We would like to hear Dennis discuss this question after he has had one year's experience in this section as an employer.

THE ravages of cholera in Egypt continue and the disease seems to be spreading. It is now reported that the Asiatic cholera has reached the great city of London. The locality where several cases have shown themselves—the slums of East London—would be the very place for the spread of the disease. If the cholera has really reached that place, there is no reason to hope this country will escape its ravages, for from the reports, it has apparently been taking its victims for several days unknown to the authorities and many a sailor from the alleged infected district is always sailing for the United States.

PRESIDENT MAKING.

In spite of the fact that the National Nominating Conventions will not meet for twelve months, the work of President making is going on with much activity. The New York *Times* prints answers from 344 points, covering the entire Union and giving expressions of preference in both parties for next President. On the Democratic side, Mr. Tilden is far in the lead of all competitors. He is the first choice of the Democracy in two-fifths of the points, while the only misgiving as to his candidacy, is on the score of his health. Joseph E. McDonald, of Indiana, is next to Tilden and not very far behind him. Bayard, of Delaware, next and close after him, Gen. Hancock. There are a few expressions for Gov. Butler, of Massachusetts, whose Democracy are unanimous for him. After these favorites, come a long roll of names, including Thurman, Hendricks, Cleveland, Randall, Eaton, Hewitt, Wallace, Morrison, Judge Field and Palmer. On the Republican side, the preference for Mr. Blaine is almost as decided as that of the Democrats for Tilden. His strength comes from such States as New York, Pennsylvania, Iowa, Minnesota, Kansas and Nebraska. Blaine occupies much the same position as a leader among the Republicans, as that which Henry Clay held among the Whigs. Next to Blaine comes President Arthur with a strong preference mostly from the South, and Judge Edmonds follows with a good showing. Then come slight preferences for Sherman, Logan, Lincoln, Gresham, Hawley and a long list of "dark horses" whom the lightning might possibly strike.

A BONDHOLDER'S VIEWS.

EDITOR JOURNAL:—Referring to a letter which lately appeared in your columns signed "Veritas," I would say that I am a holder of bonds of the State of North Carolina, the principal of which is secured by pledge of $1,066,600 of the stock of the Atlantic & North Carolina Railroad Company owned by the State. These bonds fall due in 1886 and 1887 and if they are not paid in full when due, to quote the language of the Governor in his last message, "the stock will be sold out." You will therefore see that, although not directly a stockholder in the A. & N. C. Railroad the welfare of that road is of as much interest to me as to any stockholder.

I regret to see that, notwithstanding the bitter experience of the Atlantic & North Carolina Railroad Company with the "Best lease" an effort is being made to again lease the road to a syndicate with a capital, I hear, of $50,000, on terms which will make the stock of little value and preclude the possibility of its improvement in price for the next 50 years. I cannot understand why the stockholders should listen to any such scheme, unless it be that they have been led to favor it under the clever, but illusory, arguments of those who are, in truth, opposed to them. I am sure that if the stockholders look into the subject carefully for themselves, they will see that their real interest lies in *not* leasing the road until the State's stock shall have fallen into the hands of some of the powerful connecting roads (as it undoubtedly will if sold out by reason of default in payment of the State bonds). The Governor is naturally in favor of leasing the road, but stockholders should understand that his interest, as Governor, is directly opposed to theirs, as stockholders. He concedes that the State's stock will be lost in 1886, 1887 and his only object now is to utilize the stock for the benefit of the State, regardless of the interests of the private stockholders. Hence his desire to lease the road, even for a mere song, to any one who will promise to extend the railroad system of the State. But I fail to perceive how that much railroad building can be accomplished by a syndicate with $50,000 capital. On the other hand, if the road is permitted to remain in the hands of the present managers who it is fair to assume understand their business, no harm would be done to anyone and the road would pay its way. Further, I am very much mistaken if, when the State's stock comes to be sold and it falls into the hands of the Richmond & Danville Railroad Company, or the Wilmington & Weldon Railroad Company, or any other *strong* corporation, the road will be made to earn a dividend and the stock worth five times what it is now.

I would therefore earnestly appeal to the stockholders to look closely into this matter and judge for themselves, instead of being guided by others. I am firmly convinced that if the road be leased at the meeting on the 26th inst., the interests of the stockholders will be sacrificed. STATE BONDHOLDER.

New York, July 10th, 1883.

We publish the above communication, not that we think "State Bondholder" has any claims upon our columns, but that the stockholders of the A. & N. C. Railroad may know something of the feelings and intentions of those holding the bonds for which the State's interest is pledge. Now in our opinion the very reason he gives why the road should not be leased is one of the strongest that can be argued in favor of it. He may be honest in his conviction that the private stockholders will fare better in the hands of a "*strong*" corporation than in the hands of the State, but we think it will be difficult for him to convince a private stockholder of the truth of his proposition. While we have advocated a sale of the road, we have never nor will we ever favor a sale of the State's interest alone. If the lease to the Best Syndicate had proved a success, "State Bondholder" would have surrendered his bonds ere this, taking forty per cent of the principal in new four per cent bonds as other State bondholders have done.

The State, although owning two thirds of the stock in this road has only used its power negatively; that is, the private stockholders have been allowed to control the road to a certain extent, the State only preventing such disposition as was thought to be detrimental to her interest. Now would any "*strong*" corporation with two thirds of the stock allow the private stockholders any such privileges? What will be the consequence if the road is neither leased nor sold before the construction bonds fall due? Why, the State's interest in the road would be sold to discharge the bonds and the purchaser would have complete control of the road and private stock would not be worth a cent.

As to the Governor's wishing to lease for a mere song in order to save the State's interest, his words and actions have shown to the contrary. He has distinctly stated, time and again, that he desired to protect both State and private stockholders, and will not, so far as the State is concerned, listen to any proposition that does not look in that direction.

YOUNG AND MOTT.

A Raleigh correspondent of the N. Y. *Sun* gives a specimen of civil service reform which if carried out by Mr. Mott will awaken many sleeping Democrats or North Carolina will turn up on the other side in 1884 $75,000 judiciously spent in campaigning will produce another 1872. Col. Ike Young, however, kicks at the proposition to assess his men. Well, if Col. Ike can harmonize the Hahn and Stimson factions in this county he will prove a power for good to his party. Here is the Raleigh man's letter:

TO THE EDITOR OF THE SUN—*Sir:* A commotion among the Federal officeholders here for the past five days has given rise to angry talk and defiant language from some of them. It appears that the Chairman of the Republican Executive Committee, Dr. J. J. Mott, sent his henchman, one Gillespie, here last week to levy an assessment on all the Federal officeholders in the State. When asked what the money was wanted for, he said that Dr. Mott would start a daily Administration paper at Raleigh with the money. Col. I. J. Young, Collector of Internal Revenue, was told that he must assess his men from $50 to $250 apiece, according to their salaries. Young rebelled against the young man's scheme, and told him he would neither be nor allow his men to be robbed under any such pretext. The assessment averages about 10 per cent, and would produce about $75,000, while the paper talked of would consume about $5,000 if it should be started. Young's resistance to Mott's demands stirred things up, and the Doctor appeared here Wednesday and passed through with Young to the seashore.

There is great excitement among Republicans about the whole affair, and talk of a public meeting to call the attention of President Arthur to the proposition of Mott to force this enormous sum of money from the officeholders. Mott says if he cannot dictate who shall hold office, and then, in turn, be allowed to levy on them for everything he needs to run the coalition movement, that he will not keep his chairmanship. Republicans think this is merely a blind to continue a business which has been going on in this State among Federal officials for ten years past. Young's friends say that Mott has threatened to have him removed by the President if he does not consent to the squeezing process. The better class of Republicans do not believe that Arthur is cognizant of the plan on foot by Mott to raise money. It is known here, some say, that Mott aspires to a dictatorship or bossship, and has succeeded in getting the departments at Washington to allow him to fill the officers. In turn, he wrings from the officeholders large sums under the plea of coalition, newspaper, or something else. A full disclosure of his designs will bury the Republican party in North Carolina. Civil service is in need of missionaries in this State. The gross outrages and corruption here among revenue officials and their allies has no equal in any State. JUSTICE.

Raleigh, N. C., July 13, 1883.

IMPORTANCE OF ROADS.

We know of nothing of greater importance to our farmers just now than that of putting the public roads in order for hauling off their produce the coming fall and winter. It is ten times more important to them than President making or discussing who is the most available candidate for Governor or Congressman. Crops will soon be laid by and the farmers will have a few weeks of comparative leisure, or at least they will be better prepared to spare a few days for this purpose than at any other season, and work done now will be more available than if put off until just before court, the usual time the overseer becomes interested. Whatever work is to be done let it be done now. Hands cannot be spared on the road when cotton begins to open, and work done in the season when the heavy travel begins often does more harm than good. We recognize the fact that the law in regard to keeping roads in repair is defective, and we labored while the General Assembly was in session to have it so amended as to more equally distribute the burden, but it was not done save in a few counties. The present plan of doing the work is either a system of involuntary servitude or unequal taxation both of which are forbidden by the constitution of the State. But now is not the time to discuss the question. Every man who expects to have a bale of cotton, a bushel of corn, a pound of pork or a coop of chickens to carry to market this fall or winter is interested in having good roads. So they ought to go to work with the law they have and put the roads in the best possible order.

We copy below an article from the *Country Gentleman* on this question which estimates the loss to farmers in having to draw their produce over bad roads. While the estimate may be a little too much for this section, yet the article is timely and pointed:

We are not aware that any estimate has ever been made of the actual cost of the public roads of the United States, or that the expense of providing them has ever been attempted by any bureau of statistics, but we make the rough estimate that they have cost at least seven hundred million dollars—probably much more—while unknown millions are annually expended in attempting to keep them in repair. If the money were only well applied, it would be an expenditure of great profit and economy, as everything which the farmer does off his own land is greatly affected by their condition. All his many loads of surplus farm products are drawn over them, and it makes some difference to him and to his horses whether those loads are conveyed easily over hard, smooth surface, or dragged through mud and against stones with severe labor to the team, fatigue to the driver, and wear and breakage to the wagon. Every week he and his family, more or less, go to the village for numberless errands, or to church on the Sabbath, and the good or bad condition of the roads seems to affect every fiber, pleasantly or unpleasantly, of their feeling or nervous sensations. On an average, there is at least twenty miles of traveling each week for the members of a single family. It would make a difference of five dollars a week, everything counted, whether this teaming and traveling is done over a nice, comfortable road, or through mud holes, sloughs, ruts, and unbridged streams, or against stones. Five dollars a week amounts to $250 a year, a snug little sum to tax the farmer with; and when this sum is multiplied by at least five million owners or drivers of horses, carriages, wagons, heavy teams, etc., the aggregate cost would be something over a billion dollars! Does any one say this is too large an estimate? Then proceed in detail and show in what particulars; but do not blindly and ignorantly say it is wrong without careful examination. Suppose, however, we admit that it is double the reality, is not the six hundred millions every year, expended directly or indirectly by our people, worthy of more attention on the part of patriots, statesmen, politicians, office seekers, public spirited men, writers for newspapers, agricultural journalists, and in fact of every one who passes over a road?

So long as our public highways in most parts of the country are made and repaired with so little interest and so little thought, we must suffer an enormous loss. We would like to ask how many of our readers, who drive or ride over the common roads, never see a loose stone, or a fixed stone, to strike, jolt and batter every passing wheel, or who do not see hundreds of them which might be removed with the expenditure of a small portion of the road tax? How many never saw sods and muck scraped into the road bed, to form a highway or "turnpike," which would be excellent for corn and potatoes, but which when worked into a mass of mud, or cut into ruts a foot deep, constitute a strange object to be called a "road?" How many never saw along the roadsides, thrifty patches of thistles, burdocks, mullein, John's wort, nettles, etc., etc., ready to seed all the neighbors' fields? Until we can find such happy persons in the majority, we hope more attention may be given to correcting these evils, although we would not lessen the praiseworthy attention which is now freely accorded to enterprises and interests of almost infinitely less importance, but good in their small way.

STATE NEWS

Gleaned from our Exchanges.

Eastern *Reflector:* Mr. Schwarz, of this place, and Mr. Goldschider, of Washington, were taken to Tarboro and bound over by U. S. Commissioner Pender to New Berne Federal Court, for alleged violation of revenue laws.

Wilmington *Review:* We were shown a piece of black walnut board to day which was evidently two trees which had grown together so as to form a complete union of the wood. In sawing it apart a cavity was discovered in which were walnuts and a portion of one of the trees with the bark on, which at a subsequent date had been entirely surrounded with another growth of wood.

Journal-Observer: Wadsworth had the steam threshers at work on his farm yesterday. He made 1,080 bushels of wheat on 27 acres, an average of 40 bushels to the acre.——We regret to learn of the death in this city yesterday of Ernest Sebon, the infant son of Mr. and Mrs. Rufus Harkey, at the age of nine months and twenty days.——Four prisoners were sent to jail yesterday, two from the magistrate's court and two by the mayor. Their offenses were stealing, fighting and drunkenness.

Concord *Register:* There is a polk stalk growing on Mr. J. M. Cannon's land at Tulin, that is thirty-five feet high. This is no Texas meteor tale.——The steam saw mill, corn mill, shingle machine, plaining machine and cotton press, of Messrs. Ivey & Crowell, at Bilesville, Stanly Co., were burned last week, on Wednesday. 12,000 or 15,000 feet of lumber and a new top buggy were destroyed. No insurance—what a pity. The fire was accidental.

Statesville *Landmark:* The report is that all the children in Miller's township, Alexander county, are suffering with sore eyes. The cause is unaccountable but the affection is epidemic. The children cannot open their eyes in the mornings, and have to be led from bed to the wash basin. A citizen of the township named, who was in this office Monday, says that not a child in his neighborhood is exempt from the disease.——J. Harvey Stevenson, Esq., of Concord township, has just finished theshing out his wheat crop. He had sowed 22½ bushels on 29 acres, much of it thin land. The yield was 416 bushels, 60 lbs. to the bushel, or 19¼ bushels to one acre. Mr. Stevenson uses a fertilizer of his own preparation, getting the materials from Baltimore.

Elizabeth City *Economist:* We are pleased to hear that some of our friends in Rosedale will raise carp another season. It is a move in the right direction. Our old friend Deake has a carp pond near Asheville that is very profitable.——Mosquitoes are finding their way into the mountain towns of North Carolina. They get into the train in the lowlands and go up to the mountains on free passes. They are thick in Asheville and are just making their appearance in Waynesville. The mountaineers think they sing very pretty but they bite bad.——The crops are now growing finely, and farmers have no right to grumble except about labor, and the way to remedy that is to raise crops that do not require so much labor. Small grain, peas, stock, hogs, cattle, mules, sheep, goats, geese, chickens, &c. We understand that a few billy-goats in a flock of sheep are a protection against dogs.

Fayetteville *Observer:* Captain Worth's experiment with his fish pond on his place on Haymount has been attended by gratifying results. He is proving that the German carp can be successfully raised in our fresh water ponds, and is likely to rank high as an article of food. This fish is hardy, is of rapid growth and a voracious feeder.——We are pleased to learn that the contract has been given out for the erection of the new graded school building on the Donaldson Academy premises on Haymount. This is an enterprise of prime importance to the people, and should receive their generous encouragement and substantial support, as a matter vitally affecting the welfare of their children.——Last week a very distressing accident occurred in Mr. Walter Watson's machine shops in this place. A young man named Charles McDaniel, while working at one of the forges, received a piece of steel through his eyelid and into the ball of his right eye. Surgical assistance was procured and everything done that was possible, but we regret to learn that the sight of the eye is probably lost beyond recovery.——Last Sunday morning Rufus McIver, a son of Mr. M. H. McIver, living a few miles from Sanford, was playing in the yard with a colored lad about his own age, when Rufus ran into the house and shut the door. He playfully picked up the gun and aimed it, when it was discharged and the load passed through the door, blowing off part of the negro's head and killing him instantly.——Frequent inquiries among our friends from the country do not elicit the most gratifying intelligence with regard to the crops. Corn and cotton received a serious set-back early in the season from which they have never entirely recovered. Then the heavy rains came a few weeks ago which gave the grass a rampant growth and impeded farm work. In one or two instances we hear of considerable tracts of young cotton so badly caught "in the grass" as to be rendered almost worthless to the planter. There are, too, many complaints of labor. It is high, difficult to procure and unreliable. However, we hope that nothwithstanding these drawbacks, bountiful harvests may result from propitious seasons in this and next month.

OUR INTERNAL IMPROVEMENTS.

The Old and the New.

Great Advantages of the Cape Fear and Yadkin Valley System and its Wonderful Resources.

EDITOR JOURNAL:—To one who has devoted much of his life to a study of the resources of the State in connection with the development of rail and water systems of transportation, the theme is as inviting as a pleasing romance; while the annals of the State respecting her Internal Improvements, the writings, speeches and labors of her great men of a former generation; the wisest, grandest, and most renowed patriots and Statesmen of any day or generation, in any State, anywhere; intellectual, eminent and practical North Carolinians; constitute the brightest pages of her most interesting and ennobling history. The list is a long one from old Dr. Caldwell to Governor Jarvis; too long for enumeration here, but the records they have left behind them are profitable study. Their patriotic examples worthy of any following. Governor Edward B. Dudly was, next to Dr. Caldwell, the most ardent and wisest friend of our Internal Improvements. Governor Morehead was the most enthusiastic, persistent and determined; the best organizer and manager of men and works, and to him, more than to any other man, except Calvin Graves, are we indebted for the North Carolina and Atlantic Roads. When the private subscriptions were to be raised for the former, he lived in the saddle between Raleigh and Charlotte. It has been said he made a fortune out of these works. He well earned one; he should have had it. Gen. Thos. L. Clingman and Col. Jno. D. Whitford were the youngest members who ever sat at the Council boards with these great Internal Improvement Fathers. Under the administration of Governor Jarvis railroad progress has been greater than during any like period in the State's history. He is entitled to unsparing credit for it.

FAYETTEVILLE AND YADKIN RAILROAD—1828.

The writer of this series of articles gave to the Cape Fear and Yadkin Valley Railway its name, and labored for its successful incorporation. There was not a phase of the subject, a resource or capability, with which he had not long been familiar, and the system is one which occupied the earliest attention of the Internal Improvement fathers of the State. In Chatham county, August 1, 1828, a number of citizens of the counties of Chatham, Randolph, Guilford and Orange, to the number of two hundred or more, assembled in Railroad meeting, at the house of William Albright, in the interest of the great Central System which President Caldwell, of the University, had been writing up in his "Numbers of Caton" during that and the year before. Supplemental to their address to the people of North Carolina was passed this resolution:

"*Resolved*, As an experiment of this kind of internal improvements, and as its locality would afford an opportunity to numerous citizens from various parts of the State to witness its practical utility, it be recommended to our next legislature to construct a railroad from Campbellton to the market house in Fayetteville."

Accordingly the Fayetteville and Yadkin Railroad was chartered, its construction undertaken, and the first mile of railroad, and the first car ever seen in North Carolina, our people saw at Fayetteville.

FAYETTEVILLE AND YADKIN RAILROAD—1838.

The great Internal Improvement Convention of 1838, "a body comprising 200 delegates, selected from 40 counties men of character, of intelligence and of wealth," met at Raleigh, Dec. 20, 1838, and in its memorial to the Legislature, through Romulus M. Saunders, J. H. Bryan, Louis D. Henry, L. H. Marsteller, Hugh McQueen, James Allen and T. L. Clingman, committee, said; "The Fayetteville and Yadkin Railroad is one of the great works in the general system, and may be considered as standing *at the head of those recommended in the first class.* It is to connect the East and West; to commence with a home market from the banks of a river (the Cape Fear) rising and terminating in our own limits—to be extended, for the present, to the Yadkin, a stream which passes through a productive and populous section of the country, and whose products must be carried to a distant, foreign market, unless this great work shall succeed. As early as 1815, the idea of connecting the waters of the Yadkin with that of the Cape Fear, received the favorable action of the Legislature. But unfortunately the geological structure of the intervening country presented difficulties not then to be surmounted by a Canal, with the limited means of the State. Those difficulties disappear, however, before the mighty engine of steam. The actual extent of internal communication, by means of rivers and roads, which directly or indirectly will connect itself with this road, cannot be estimated at less than 30 counties, embracing at least 15 million acres of land, and probably much exceed that quantity."

CAPE FEAR AND YADKIN VALLEY RAILWAY—1879–'83.

The great idea of 1828–'38 failed of success, but the Cape Fear and Yadkin Valley is a revival of the original system, with such modification and enlargement of the old idea as time, with the changes it brings, has made necessary. It came into corporate existence under this name during the winter of 1879 when the noble people of Fayetteville came before the Legislature, showing that by their own efforts and individual purses, they had preserved the property of the Fayetteville and Western Road to the State and our own people. The Legislature gave the new Company all it asked under the new charter, and work on the line was promptly and vigorously begun toward Greensboro, and has been pushed continuously. Last winter there was further legislation, the introduction of new capital, and a reorganization that insures the speedy completion of a system which may be said to have had its birth in Chatham county fifty five years ago.

THE VOICE OF GOVERNOR DUDLEY SOUNDING DOWN THE CORRIDORS OF TIME.

This great system is of no less consequence now than when it so earnestly claimed the attention of 200 leading men from every portion of the State in 1838. Indeed it is of greater importance to the commercial well-being of North Carolina, to-day, than it was a half century ago. The system, as it now presents itself, with its proposed extension to Beaufort Harbor, crossing the Wilmington and Weldon at Goldsboro, the Seaboard Inland Air Line at Sanford, and the Richmond and Danville at Greensboro, the two last having absorbed the Chatham and the Carolina Central, the North Carolina and the Western North Carolina, (east and west cross-lines), and all owned and controlled in the interest of Virginia and Northern capital, offers itself as the only protecting check we may ever be able to put upon these extortionate and rapacious corporations. Of the foreign interests of other States preying upon North Carolina, Governor Dudley said, in 1838: "They are seizing upon and stripping the carcass whilst the limbs are yet quivering with life. Shall we submit to this? Drained by South Carolina on the one hand, and Virginia on the other, can we exist with honor or profit? Shall we not rather play back on them their own game? *The Railroad from the head of tide water on the Cape Fear*, flanking South Carolina, may remedy our humiliating position in the one instance, and the opening an inlet at Nagshead in the other."

The present Cape Fear and Yadkin Valley System, besides leading from the head of tide-water on the Cape Fear, strikes South Carolina on the Robeson border and thence will penetrate into that State. Extended to Beaufort Harbor, having cut across the three trunk lines that lead into Virginia, it will serve, in great part, to accomplish what was hoped from the opening of Nagshead Inlet. As a regulator of freight charges throughout the interior, no scheme of a Railroad Commission, or anything else, could possibly be so effectual as the Atlantic, Cape Fear and Yadkin Valley System, diagonally crossing the State and these North and South lines of railway.

GOLDSBORO—HER POSITION AND ATTITUDE.

This proposed system is of vital importance to Goldsboro. The Wilmington and Weldon is about to build a line from Wilson through Fayetteville. Goldsboro has for years been clamoring for such connection, obtained the charter, held meetings, subscribed stock etc. The voice of the *Messenger* was once heard from one end of the State to the other in its eloquent appeals in this behalf, and long ago became the especial patron of Smiley's Falls, singing the praises of its magnificent, unexampled water-power of 15,000 horse. Alas! that voice is now potent against such scheme, since as many as perhaps a dozen of the *money-making* citizens of its town are interested in a local speculation, which promises no extension, no increase of facilities, nothing, but the pecuniary benefit of a select few of favored individuals. In view of the always existing necessity for a railroad from Goldsboro to Fayetteville; and especially now, since Wilson is to have such connection, one would expect to find every man, woman and child of Goldsboro enthusiastically supporting the Cape Fear and Yadkin Valley scheme, as the building of the link is made an absolute condition of its lease of the A. & N. C. Railroad. But solid dollars are an *everlasting reason* in sordid souls; shadows though they are, such shadows they will pursue.

NEW BERNE, KINSTON, BEAUFORT, &c.

What advantages these expect to reap from their proposed lease of the frazzled out fragment of a disjointed system; throttled at Goldsboro by the Wilmington and Weldon, and strangled by the Richmond and Danville; cut at Kinston, New Berne and Beaufort by magnificent systems of water transportation, ample for all the local business; their company or corporation officered, directed and controlled by men, not one of whom ever had an hour's railroad experience previous to last St. Patrick's day, "is one of the *few* things no fellow can find out." What advantages the counties of Lenoir, Craven and Pamlico expect to derive in exchange for parting with their stock for fifty years at *absolutely nothing* their people may perhaps answer when they have found out by what authority their stock is *pledged* to the support of such a scheme.

FURTHER RESOURCES OF THE CAPE FEAR AND YADKIN VALLEY SYSTEM—GOLD.

The counties of this system which bear gold in quantities sufficient to mine are Chatham, Moore, Guilford, Randolph, Caldwell, Ashe and Watauga. In Moore there are reported 11 mines; Randolph 28; Guilford 6; Watauga 1 locality; Ashe 1 mine. These several mines are in various stages, some working, others not, and there appears to be no correct data of their production. Many of the mines yield abundantly, and some of the ores assay very high.

COPPER.

Rich Knob, Copper Knob, and the Ore Knob in Ashe are the principal copper mines. Copper Knob has given the finest kind of peacock copper ore, and is rich also in gold and silver. It is one of a group of mines, but none of the others have been explored, with the exception of Rich Knob, two miles distant. The dressed ore ran gold and silver $79.75, copper 37½ per cent. At Ore Knob the vein is large and ores abundant. A complete and extensive plant is maintained for the production of ingot copper of a high grade. The production is from 450 to 500 tons per year. Two hundred men are directly employed by the company, and a village of 600 inhabitants has sprung up about the works.

WATER POWER.

We have tributary to this system of railroad the most magnificent water powers of the world; the Cape Fear, Haw, Deep, Yadkin, Nolechucky and New Rivers, with all their many affluents; the minor Rivers and Creeks that flow through and water the entire country from Fayetteville to the Ashe county line constituting an aggregate of water power unequalled in any State, and so distributed in detail as to water every township and neighborhood; inviting the convenient erection of mills and factories in every locality. Take, for example, as an illustration of the distribution of this water power, Chatham county in the east and Wilkes in the west. Haw River will give 25,000 horse power; Deep River below Carbonton 10,000; Cape Fear 6,000; Rocky River 3,000, New Hope 1,000; total 45,000. For Wilkes the sum of the forces of all its dozen rivers and as many more large creeks, added to that of the Yadkin, will give a total of not less than 70,000 horse powers. Total water power of the State, 3,500,000 horse; of this system 700,000.

COTTON FACTORIES.

Chatham one mill, 2,200 spindles; Cumberland 5 mills, 13,388 spindles, and 177 looms; Forsyth 1 mill, 3,382, 76 looms; Guilford 3 mills, 6,984 spindles 155 looms; Randolph 8 mills, 22,192 spindles, 564 looms; Surry 3 mills, 3,076 spindles, 40 looms; Caldwell 1 mill, 1,808 spindles, 19 looms; total 23 mills, 53,030 spindles, 1,031 looms. There are in the whole State 66 mills, 156,030 spindles and 2,858 looms.

WOOLLEN MILLS.

Caldwell 1 mill, 240 spindles, 8 looms; Forsyth 2 mills, 1,238 spindles, 54 looms; Guilford 1 mill, 240 spindles, 6 looms; Surry 3 mills, 1,050 spindles, 24 looms. Total 7 mills. There are but 11 in the State.

TOBACCO FACTORIES.

Cumberland 2; Forsyth 29; Guilford 7; Stokes 7; Surry 13; Wilkes 3; Yadkin 10; Caldwell 1; total 72. There are 183 tobacco factories in the State.

TIMBERS.

The supply of timbers—trees, their variety and quality is too great to enumerate here. In Chatham, Cumberland, Moore and Robeson the long leaved merchantable pines standing is estimated by the census office at 2,622,000,000 feet. Almost every variety of timber tree is found standing along the C. F. & Y. V. line. In the mountain counties the hemlock, oak and poplar attain to wonderful size and height, and the walnut and wild cherry is abundant. The latter is now in great demand for exportation. There is one contract to furnish a Liverpool firm 30,000 cherry logs; and there are saw mills in operation which cut and export millions of feet per annum.

STOCK RAISING.

The Commissioner of Agriculture says: "The entire transmontane country is well fitted for this business. The cultivated grasses flourish everywhere with even ordinary care. But it is in the Northwestern counties—particularly Ashe, Alleghany, Watauga, Mitchell and Yancey, that all the conditions are found necessary to its perfect success. Its capacity as a grazing country has long been known. When fairly laid open to railroad communication it will offer—besides its rich mining interests and timbers—one of the finest fields for cattle and sheep breeding and for dairy products that the Union presents."

CONCLUSION.

There are of course many resources, enterprises and industries not possible to touch upon in articles of the scope and character of this series, but enough has been shown to bring the fact to any mind that this is the grandest opportunity ever presented for linking together the East and the West; to place this section of the State on the high road to progress and prosperity; and for uniting our local line of railroad with a Great Through State System of Transportation and Development. TIDE-WATER.

New Berne, July 21, 1883.

A Town Almost Destroyed by a Waterspout.

After a heavy rain and thunder storm lasting nearly all night a suburb of London, Ontario, was, on the morning of July 11, almost wholly destroyed by a sudden flood caused by the bursting of a waterspout, or by a "cloud burst," several miles up the valley of the Thames. The heavy storm had passed away and all was still, when the roar of the water was heard by those who remained awake at about two o'clock in the morning. Alarms were made and most of the people escaped; but the water rose so rapidly that the overflow of more than twelve feet above the spring floods swept away or undermined two hundred dwellings and other buildings and destroyed about fifty persons. The damage to property is estimated at $500,000.

An American Consul Attacked.

GALVESTON, Texas, July 18.—A special despatch to the *News* from Laredo says: "Dr. Campbell, the American Consul at Monterey, arrived in Laredo on the 15th inst., leaving the Consulate in charge of the Rev. Mr. Shaw. Yesterday despatches were received addressed officially to Consul Campbell, informing him that on Monday night the American Consul's office was entered by a mob of Mexicans, and that Mr. Shaw was attacked and beaten nearly to death. The furniture and papers belonging to the Consul were destroyed. The news has caused a profound sensation at Laredo. Citizens deplore a rupture between the two governments, but consider the insult so bold that the United States must resent it. An employee of the Mexican National Railway who arrived last night says that Mr. Shaw, after being beaten senseless, revived sufficiently to crawl to one of the public hotels and give an account of the outrage, but in a few moments he again became insensible, and at last reports was still unconscious.

A Mean Trick.

A man who probably hailed from Buffalo played a powerful mean trick on a Detroit bridal couple at Niagara Falls the other evening. They went to a hotel and registered, had supper, and started out for a night view of the Mighty Roarer. They had not gone far when a man called to them and said: "Have you just been married?" "We have," answered the group. "Going to stay here a day or two?" "Yes." "Having registered at my hotel you probably intend to remain there?" "Yes, sir." "Well, I want to say a word to you. I don't want any ducky duary nonsense around my house. I want no posey-wopsy business on the veranda. I want no squeezing hands on the balconies or feeding each other at the table." The groom let his arm fall from his bride's waist in a slow and painful manner, and the stranger continued: "The first time you call her peach and cream, or she calls you her darling, out you go!" "Yes, sir." "She is no sweeter than ten thousand other girls, and you're no more of a darling than I am, and I won't stand love sick nonsense." He walked away with that, and people at the Falls who knew the bridal couple were amazed to hear them address each other as Mr. and Mrs., and to see what precautions they took to prevent touching hands or betraying any symptoms of love. They put in two wretched days, and it was only as they were upon the point of leaving that they discovered how a base villain had duped them.

Notice.

The BOARD OF COMMISSIONERS OF JONES COUNTY will meet on the

FIRST MONDAY IN JULY,

for the purpose of revising the Tax List. All persons objecting to the valuation of their property will govern themselves accordingly.

J. T. WILSON, Ck'k B'd Commissioners

Trenton, N. C., July 23, 1883. w2t

Wanted

To know where there is a Woolen Factory that makes a specialty of manufacturing wool into blankets. Address

P. M., Comfort, Jones County, N. C.

jely15-d6tw3t

MEDICAL BOARD OF EXAMINERS OF NORTH CAROLINA.

TARBORO, May 11th to 17th, 1883.

DRS. N. H. STREET and J. C. SCARBORO, of Jones County, and G. C. EDWARDS, of Greene County, having passed an approved examination before the Board, have been licensed to practice Medicine in all its branches, according to law

See chapter 238, page 356, Private Laws of 1868 & '69.

P. E. HINES, M. D., President.

M. T. BAHNSON, M.D., Secretary.

July5-w11

Greene County, N. C.

TO ALL WHOM IT MAY CONCERN:

We expect to navigate "Contentnea Creek" or "Moccasin River" with Steamboats, which will require draws thirty feet wide to pass through with safety; and all persons having bridges over said Creek or River will please construct draws of said width in said bridges or the penalties prescribed by law will be enforced against them.

June 11th, 1883. W. H. DAIL,

President of the Farmers and Merchants Steamboat Co. of Snow Hill, N. C.

w3m

Bargain.

A First-Class Brand New Sewing Machine can be bought cheap at the JOURNAL OFFICE.

w

DR. J. W. SANDERS' CHILL PILLS.

A Certain, Safe and Immediate cure for Chills and Bilious Fevers. Never known to fail. They cure the chills the first day, no matter how long or severe the attack. $500 offered for any case one box will not cure if by druggists on their merits only.

J. W. Sanders, Proprietor, Sanders Store N C

w1y

O. P. T. A.

Goldsboro Music House

WILL. B. LANE, Manager,

Branch of Ludden & Bates' Southern Music House, Savannah, Ga., and New York City.

The Great Wholesale Piano and Organ Depot of the South.

CARD TO THE PUBLIC.

For the more convenient supply of our Carolina and Virginia trade we have opened a Branch Music House at Goldsboro, N. C., under charge of Mr. Will. B. Lane, who has been our General Travelling Salesman for some years. This House we control absolutely, and dealing with it is the same as with us. Prices, terms and management are precisely the same as at our Savannah House. Save freight and delay by buying at our Goldsboro Branch Music House. LUDDEN & BATES, Savannah, Ga.

PIANOS AND ORGANS,

From the World's Best Makers.

A Grand List to Select From.

Chickering & Sons, Ludden & Bates, Arion, Mathushek, Mason & Hamlin, Hallett & Davis, Palace, Packard Orchestral.

Eight Leading and Reliable Makers. Over 300 different styles and prices. No other House in America offers such a magnificent line of first-class Instruments.

Pianos, $200 to $1000. Organs, $22 to $500

Sold on easy Instalment Terms. Long time and small payments. 15 days' trial given. Six years guarantee. Privilege of exchange. Stools, Covers, Music Books. Lowest prices in America. Only House in America selling on the One Price System. Every inducement that any honest House can offer and live up to. Square trade—3 ft. to the yard, 16 oz. to the lb. Endorsements from thousands of satisfied customers. Send for catalogues and price lists, or call and make our acquaintance. Address

WILL. B. LANE, Goldsboro, N. C., Manager of Goldsboro Music House.

june1 w1y

New Berne Advertisements.

Queen of the South FODDER FARM MILLS

For Stock Feed or Meal for Family Use.

20,000 IN USE.

Write for Pamphlet.

Simpson & Gault Mfg Co.

Successors to Straub Mill Co.

CINCINNATI, O.

Complete & Cheap Flour Mill Outfits.

Geo. Allen & Co., Agents at Newbern, N. C. july19w3m

BELL, THE JEWELER,

OFFERS THE

LARGEST AND MOST COMPLETE STOCK OF

Watches,

CLOCKS, JEWELRY,

SILVERWARE AND SPECTACLES

To be found in Eastern North Carolina.

Every article sold warranted as represented

18K Plain Gold Engagement and Marriage Rings a Specialty. No charge for Engraving.

☞ Any article purchased not satisfactory can be exchanged.

☞ All enquiries by mail promptly answered.

B. A. BELL, June 2 w1f New Berne, N. C

D.